

POOLEYS[®]
BALLOON & AIRSHIP
PILOT'S FLYING LOG BOOK

IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT AIR NAVIGATION ORDER

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INSTRUCTIONS FOR USE

1. This log book is to be kept up-to-date and is to be produced when attending medical examinations and when obtaining a new licence or renewal, alteration or extension of an existing licence and a new certificate of experience. Every entry and signature must be made in ink or indelible pencil and the address of the holder must be amended as necessary during the currency of the log book.
2. The particulars of every flight in the course of which the holder acts as a member of the operating crew of a balloon/airship are to be recorded in the appropriate columns, using one line for every flight.
3. The following system of notation shall be used for entries in the column headed "Holder's Operating Capacity";
 - P. 1 Pilot-in-Command.
 - P. 1/S Pilot-in-Command under supervision. (Each entry is to be countersigned by the Captain of the aircraft concerned).
 - P. 2 Second pilot exercising the privileges of his licence as a required member of the operating crew.
 - P. u/t Student pilot; Pilot under training.
4. Times should be recorded in Greenwich Mean Time (GMT) whenever possible, but if any other time is entered it should be clearly denoted by the appropriate standard suffix, i.e., BST, LMT or Z.
5. A pilot's flying time as "Captain" is recorded as "In Command" and he is entitled to enter the full duration of the flight. Flying time entered under "Dual" will be the time during which the holder under training (P. u/t) acted under the direction of a duly authorised pilot, whose licence number should be annotated against his name. Flying time as "Second Pilot" is entered under "P. 2" and will in all cases be the precise period as determined by the Pilot-in-Command of the balloon/airship during which the holder acted in the course of the flight in the capacity shown. When it is necessary to record flying time as "Pilot-in-Command under supervision" the notation "P. 1/S" is entered in the column headed "Holder's Operating Capacity" and the flying time is recorded in the column headed "In Command", which entry must be countersigned in the "Remarks" column by the Captain of the balloon/airship concerned.

6. When an balloon/airship carries two or more pilots as members of the operating crew one of them shall, before the flight commences, be designated as Pilot-in-Command, and his name shall be entered in the column headed "Captain". If the holder is the Pilot-in-Command the word "Self" may be entered in the column headed "Captain" with the notation "P. 1" entered under "Holder's Operating Capacity". Whenever two members acting in the same capacity share a particular operating duty, ie., each performing the duty for particular periods only and neither acting under the supervision of the other; the departure and arrival times are entered in the normal manner; but the precise time during which the holder acted in the capacity indicated must be shown and a note inserted in the "Remarks" column to indicate that the duties were shared.
7. The "Remarks" column should be used to record brief reference to Forced Landings, Accidents, Weather, and other matters of interest connected with the flight.
8. The Grand Total of Hours should be entered at the bottom of the left-hand page on the log sheet, and this total must only include the additions of the totals in columns (1) to (4).
9. When it is required to record "Passenger Flying", leave columns (1) to (4) BLANK and enter the time flown as passenger in the REMARKS column, appropriately annotated.
10. Tethered flying should not be included in the flying totals, but may be logged separately to give an indication of total experience.
11. The distance flown in nautical miles for each flight should be inserted in the column headed 'NM'.

REQUIREMENTS FOR THE UK PPL (BALLOONS & AIRSHIPS) RATED FOR BALLOONS, HOT-AIR

1. **Medical Examination:** There is no longer the need to take a medical examination as aeroplane pilots do, with a CAA-appointed doctor. However, a declaration of fitness must be made, on form TF 150/AB (obtainable from the BBAC), and this must be countersigned by the applicant's own general practitioner.
2. **Flying Experience:** The minimum flying experience is 12 hours under instruction comprising not less than 6 flights. Two of these flights must be with a BBAC Approved Instructor; but the rest may be with any licensed balloon pilot, although it is recommended that this pilot has a minimum of 10 hours PI. The student must maintain a pilot's log book and a BBAC Training Record. Each flight should be recorded and signed by the instructing pilot.
3. **Age Requirements:** Students must have attained their 17th birthday before presenting themselves for flight examination.
4. **Written Examinations:** Examinations in air law, navigation, airmanship and balloon systems and meteorology must be passed with a minimum score of 70%. The written examinations must be satisfactorily completed before Examination Flight.
5. **Examination Flight:** An airborne driving test must be made with an examiner (see notes on required pass standard and FCL 100). This is not as severe a test as it looks, and the examiner is not looking for all the qualities of an experienced pilot, but simply a basic ability to get the balloon through a flight with reasonable safety. The examiner will tick each box when the student has reached the required standard.
6. **Solo Flight:** A flight of not less than 30 minutes must be made under the supervision of the examiner or a delegated instructor.

The application form (FCL 100), the pilot's log book, a medical form and fee should be sent to the CAA who will send a purple document in a plastic case – your Private Pilot's Licence (Balloons and Airships) rated for balloons.

NOTES ON REQUIRED PASS STANDARD FOR BALLOON PPL FLIGHT TEST

(These notes can also be used for instructional guidance by instructors and pilots instructing). When presenting himself/herself for a flight test with an examiner the student will be expected to provide the following.

1. Documentation

- 1.1 Recommendation from instructor in log book.
- 1.2 Completed training log book.
- 1.3 Medical Certificate.
- 1.4 Insurance Certificate.
- 1.5 Personal log book (minimum 12 hours flying).

2. Equipment

- 2.1 Airworthy balloon.
- 2.2 Retrieve vehicle.
- 2.3 Altimeter.
- 2.4 Maps (correctly marked with NFU areas, etc.)
- 2.5 Load chart.
- 2.6 Matches, striker etc.
- 2.7 Watch.

3. Personnel

- 3.1 Sufficient crew for launch.
- 3.2 Sufficient crew for retrieve.

The student will be expected to satisfy the instructor that he/she is able to carry out the following:

4. Preparation for Flight

- 4.1 Explain met forecast/weather condition.
- 4.2 Select launch site (obtain permission).
- 4.3 Load calculation.

- 4.4 Carry out flight planning, noting navigational features on flight path.
- 4.5 Passenger briefing.
- 4.6 Crew briefing.

5. Familiarisation with Balloon, Equipment and Controls

- 5.1 Unload balloon.
- 5.2 Rig the burner, basket and fuel system.
- 5.3 Carry out burner pressure and leak test.
- 5.4 Rig the envelope from unriggered state.
- 5.5 Check all other equipment.

The above must be done alone or with assistance (working under the clear instructions of the candidate).

Note: Only if stages 1-5 are completed satisfactorily will the test be continued (as a guide stages 1-5 should take about 20 minutes).

6. Inflation

- 6.1 Inflate slowly and in a controlled manner.
- 6.2 Operate burner competently.
- 6.3 Give correct, audible, clear instructions to crew.

7. Take Off

- 7.1 Carry out pre-take off checks (must include rip/parachute, envelope, matches, maps and fuel state).
- 7.2 Assess wind and distance to downwind obstacles.

8. Straight and Level Flight

- 8.1 Climb to a requested height (1000-2000ft).
- 8.2 Maintain reasonably controlled level flight for minimum of 5 minutes.

9. Climbing/Descending

- 9.1 Know max. recommended rates of climb/descent for the balloon.
- 9.2 Demonstrate climb/descent as requested by examiner.

10. Navigation

- 10.1 Keep track of position on map.
- 10.2 Recognise features.
- 10.3 Assess wind speed and direction.

(Above to be done whilst maintaining control of the balloon).

11. Emergencies

- 11.1 Make fast descent for simulated emergency.
- 11.2 Carry out pilot-light failure drill (either verbally or actual).
- 11.3 Describe actions to be taken for fire in the air/on the ground.

12. Fuel Management

- 12.1 Explain burner system and cylinder arrangement.
- 12.2 Indicate fuel state, usage, requirements and carry out tank changeover.
- 12.3 Explain/demonstrate refuelling of flight cylinders and necessary safety measures.

13. Approach and Overshoot

- 13.1 Explain choice of field for approach.
- 13.2 Do pre-landing checks.
- 13.3 Perform descent from high/low level for landing approach without undue delay.
- 13.4 Show good control in flight at low level (50ft or less).

Note: This part of the test must be attempted 4 or more times and good control must be demonstrated. The most common faults during this part of the test are:

- a) Descents faster than intended.
- b) Inability to get the balloon down to low level.
- c) Overburns causing unintentional climbs from low level.
- d) Hard touchdowns.

None of these faults should occur in more than 1 out of 4 attempts, and all approaches should be within safe limits.

14. Landing

- 14.1 Explain choice of field.
- 14.2 Carry out pre-landing checks.
- 14.3 Make descent for landing approach.
- 14.4 Control balloon during final approach to give low vertical velocity on touchdown.

15. Action after Flight

- 15.1 Ensure burner and fuel system made safe.
- 15.2 Pack envelope and de-rig burner/basket.
- 15.3 Consult landowner and organise retrieve of balloon (in accordance with NFU/BBAC Code of Conduct).

16. Airmanship

- 16.1 Show proper care for the safety of passengers during the flight.
- 16.2 Demonstrate regard for animals and crop, in line with NFU/BBAC Code of Conduct.
- 16.3 Maintain an adequate look-out and awareness of changing weather conditions etc.
- 16.4 Position balloon at heights/altitudes in relation to hazards, persons, vessels, villages, towns, NFU sensitive areas, restricted air space etc.

PARTICULARS OF LICENCES HELD

Date of Original Issue	Number of Licence	Type of Licence	Date of last Medical Board	Result

Details of military experience or any special qualifications

Date	Balloon/Airship		Captain	Holder's Operating Capacity	Journey		
	Type	Reg.			From	Depart. (GMT)	

Grand Total, excluding Passenger Flying hours minutes

(1) (2) (3) (4)

						Hrs.	Totals Brought Forward
						Mins.	
To	Arrival (GMT)	In Command	Dual or P2	P.U.T.	Tether	Dist.	Remarks including Exercise Nos. and Instructor's Signature.
						Hrs.	Totals Carried Forward
						Mins.	

I certify that the entries in this log are true (Pilot's Signature).